Commission for the Conservation of
Southern Bluefin Tuna

みなみまぐろ保存委員会

CCSBT-EC/1510/18

Kobe Process

Purpose

This is a standing item on the CCSBT agenda to provide an update on activities associated with the Kobe Process[1] and to provide the opportunity for CCSBT Members to review progress with Kobe Process recommendations that require actions by the CCSBT.

Kobe Steering Committee Meetings

There have been no meetings of the Kobe Process Steering Committee since CCSBT 21. However, the current Chair of the Kobe Process[2] has proposed that the next Steering Committee meeting be held in St. Julians, Malta on November 18, which is immediately following the ICCAT annual meeting.

Due to the travel costs involved, the Executive Secretary is not planning to attend the 18 November Steering Committee meeting unless there is a facility for remote attendance (e.g. by phone or video). Instead, the Secretariat suggests that CCSBT be represented at the Steering Committee meeting by one of the CCSBT Members that is attending the ICCAT annual meeting.

Further information on the Steering Committee meeting may be available by CCSBT 22.

Kobe Process Related Activities

The Common Oceans ABNJ Tuna Project has continued to progress a variety of Kobe Process recommendations since CCSBT 21. The ABNJ Tuna Project Steering Committee meeting was held during July 2015, but the CCSBT Secretariat was not able to participate because it was held at the same time as the CCSBT's Strategy and Fisheries Management Working Group Meeting. Nevertheless, a summary of progress in the ABNJ Tuna Project is provided in Attachment A of the Secretariat's report to CCSBT 22 (CCSBT-EC/1510/04).

One of the ABNJ Tuna Project components (development of a Consolidated List of Authorised Vessels – CLAV) that commenced with the Kobe Process has progressed rapidly under the ABNJ Tuna Project to the extent that the CLAV is now updated automatically on a daily basis and is publicly available. The latest progress report for the CLAV is provided at **Attachment A**. The main ongoing work with the CLAV is identifying and resolving inconsistencies in the information provided to the different tuna RFMOs. There will be a need to conduct this type of work in the long-term and the tuna RFMOs will need to decide if they want to continue supporting the CLAV once the ABNJ Project ends.

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[1] A cooperative process involving joint meetings of members of the five tuna RFMOs, The first meeting was held in Kobe, Japan.

[2] Russell F. Smith III, Deputy Assistant Secretary for International Fisheries, National Oceanic and Atmospheric Administration, U.S. Department of Commerce

The Kobe Process Joint Technical Bycatch Working Group (JTBWG) has had limited activity since CCSBT 21. However, one of the items in the JTBWG's workplan ("Harmonisation of Longline Bycatch Data Collected by Tuna RFMOs") was the topic of a related Tuna RFMO Expert Working Group meeting which was held in Keelung, Taiwan in January 2015[3]. Unfortunately, the final report of this Expert Working Group was not available when the CCSBT's Ecologically Related Species Working Group (ERSWG) met in March 2015 and a draft preliminary report was only made available at the start of the ERSWG's meeting. Consequently, despite agreeing to the importance of the Expert Working Group meeting, the ERSWG was not able to consider the findings of that group. It is envisaged that the report of the Expert Working Group will be considered in detail at the next ERSWG meeting.

Progress with Kobe Process Recommendations

The progress of each of the tuna RFMOs towards implementing each of the recommendations from the Kobe Process was provided to CCSBT 21 in CCSBT-EC/1410/15. The progress list for all five tuna RFMOs has not been updated since that time. However, for easy reference, a list of Kobe recommendations for which the CCSBT has made limited progress is provided at **Attachment B**. Some of these items are either not a high priority for the CCSBT or are items where consensus has not been achieved on a way forward.

Prepared by the Secretariat

[3] With support from the International Seafood Sustainability Foundation.

Attachment A

CLAV Report March to August 31st, 2015

Contents.

1. Introduction.

Much has been achieved so far by the joint efforts and collaboration between the tRFMO´s compliance officials, the database managers, and the CLAV Administrators. As the quality and reliability of the compilation of authorized vessels' data in the CLAV continues to improve, finer analyses are possible. However, there is still much to be resolved regarding inconsistencies in the information provided for the same vessel by the different sources, thus supporting the notion of the CLAV as a work in progress.

A smooth workflow is being established for the communication, to the corresponding tRFMO, of deficient or inconsistent information since its detection at the CLAV, and the clarifying response from the tRFMO after corroboration with their own archives and/or consultation with the corresponding Member State.

Improvements in the overall reporting of the IMO number for vessels of length 24 meters and above are already evident, with a 15 percent in March reaching a 22 percent in August.

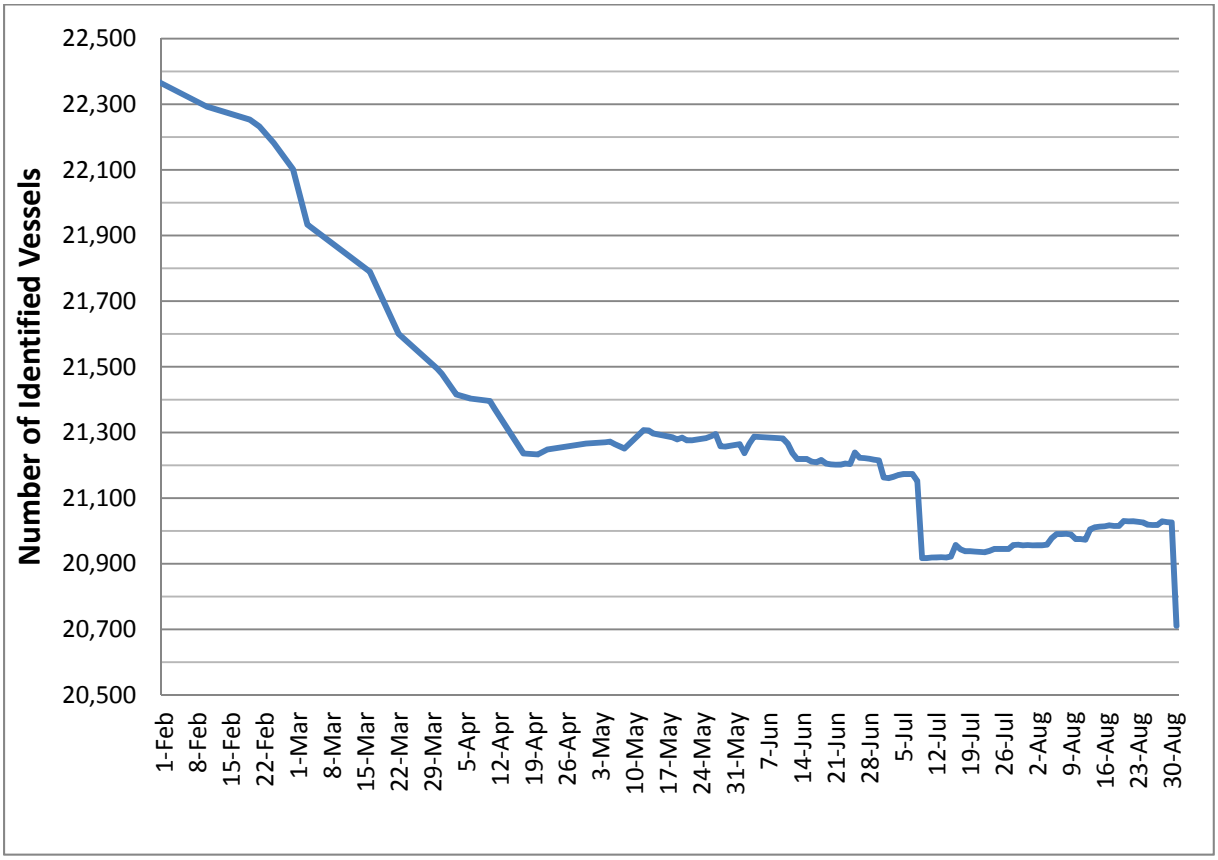
In the report that follows, both tables and figures containing the same information are presented on some instances. This redundancy was intended on purpose as a way to providing both, an idea of the numbers involved as well as a visual, more intuitive, representation of their magnitudes.

2. Authorized vessels identified by TUVIs.

The evolution of the number of vessels identified uniquely by TUVIs during the period February 1st to August 31st, 2015 is illustrated below (**Figure 1**).

The sharp drop in the number of vessels shown at the end of August was due to the termination of the authorization on August 31st of more than 300 vessels registered at IOTC under Maldivian flag.

Figure 1. Number of vessels identified by TUVI in the CLAV, February 1st to August 31st, 2015.

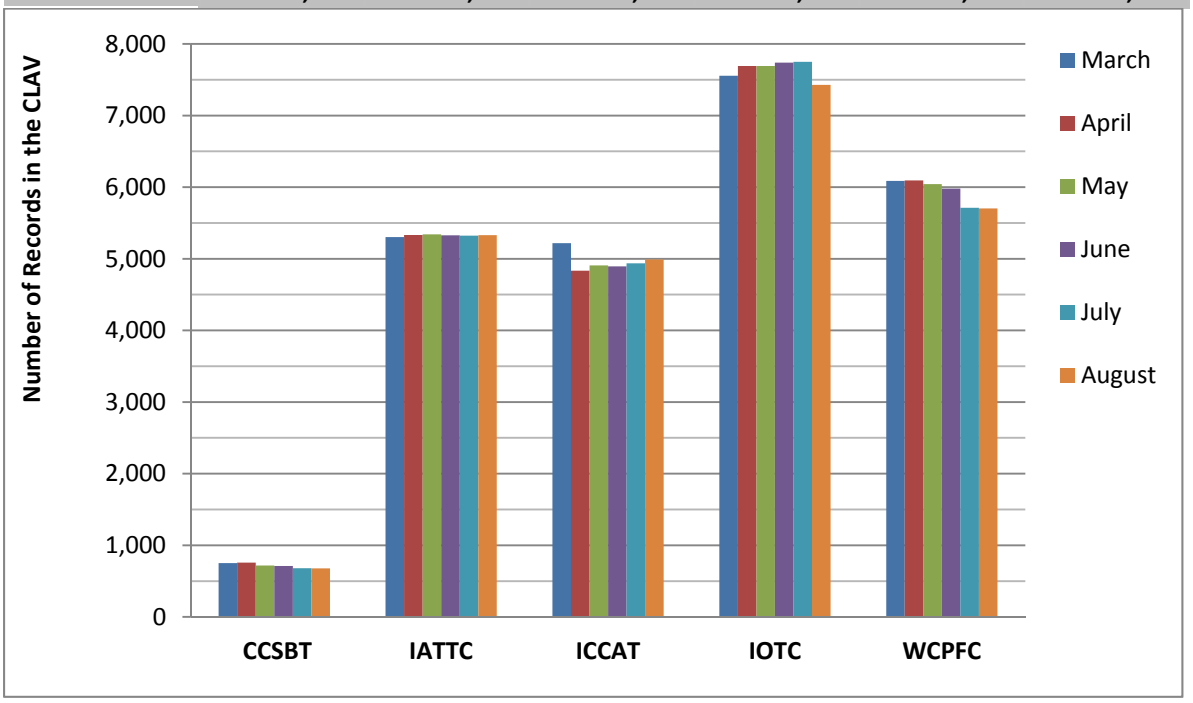


3. Authorized records in the CLAV.

The total number of authorized records, at the end of each month, for each of the five tRFMOs in the CLAV is illustrated below.

Table 1 and **Figure 2.** Total number of authorized records in the CLAV, March to August 2015.

Source	March	April	May	June	July	August
CCSBT	751	758	719	712	680	677
IATTC	5,302	5,332	5,340	5,328	5,324	5,329
ICCAT	5,219	4,834	4,907	4,894	4,936	4,990
IOTC	7,555	7,692	7,691	7,739	7,750	7,427
WCPFC	6,088	6,093	6,042	5,979	5,713	5,702
Total	**24,915**	**24,709**	**24,699**	**24,652**	**24,403**	**24,125**

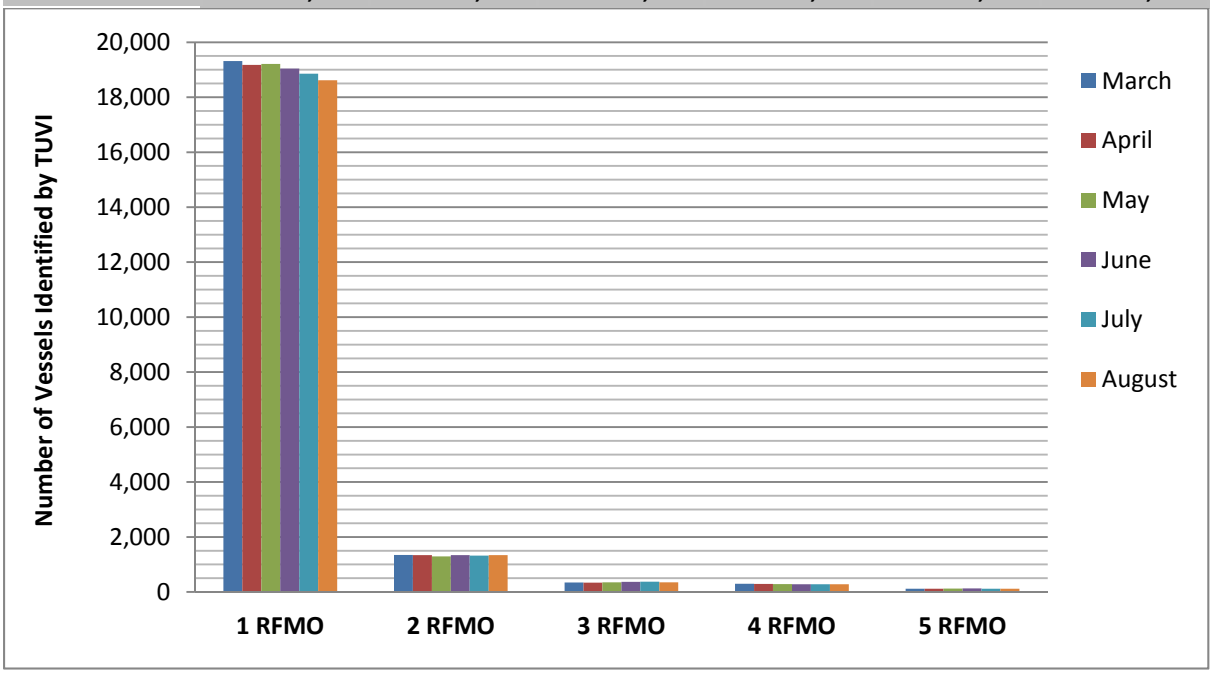


4. Authorized vessels registered under a single or multiple tRFMOs.

The total number and the proportion (*percent*) of authorized records that were registered under a single or multiple tRFMOs by each one of the tRFMOs, at the end of each month, is illustrated below.

Table 2 and **Figure 3.** Number and proportion (*percent*) of authorized vessels registered under a single or multiple tRFMOs, March to August 2015.

	Number and *Percent* of authorized vessels identified by TUVI					
Number of RFMOs	**March**	**April**	**May**	**June**	**July**	**August**
1 RFMO	19,317	19,174	19,209	19,045	18,858	18,619
	90.2%	*90.2%*	*90.3%*	*90.0%*	*90.0%*	*89.9%*
2 RFMO	1,344	1,340	1,294	1,343	1,323	1,340
	6.3%	*6.3%*	*6.1%*	*6.3%*	*6.3%*	*6.5%*
3 RFMO	347	340	349	367	376	352
	1.6%	*1.6%*	*1.6%*	*1.7%*	*1.8%*	*1.7%*
4 RFMO	298	295	287	280	280	281
	1.4%	*1.4%*	*1.3%*	*1.3%*	*1.3%*	*1.4%*
5 RFMO	119	117	125	128	120	119
	0.6%	*0.6%*	*0.6%*	*0.6%*	*0.6%*	*0.6%*
Total	**21,425**	**21,266**	**21,264**	**21,163**	**20,957**	**20,711**



5. Authorized records registered under a single or multiple tRFMOs by each tRFMO.

The total number of authorized vessels registered, at the end of each month, under a single or multiple tRFMOs at each tRFMO, is illustrated below.

Table 3. Number of authorized records registered under a single or multiple tRFMOs by each tRFMO, March to August 2015.

Source	Period	1 RFMO	2 RFMO	3 RFMO	4 RFMO	5 RFMO
CCSBT	March	200	287	84	61	119
	April	214	286	81	60	117
	May	199	241	93	61	125
	June	192	236	96	60	128
	July	184	206	106	64	120
	August	189	197	107	65	119
IATTC	March	3,907	743	243	287	119
	April	3,943	740	245	284	117
	May	3,944	751	243	272	125
	June	3,876	798	259	265	128
	July	3,865	808	262	267	120
	August	3,870	835	236	267	119
ICCAT	March	4,330	247	218	284	119
	April	3,972	247	208	281	117
	May	4,019	261	208	274	125
	June	4,005	265	220	269	128
	July	4,046	269	220	269	120
	August	4,102	267	221	270	119
IOTC	March	6,334	519	242	297	119
	April	6,478	518	242	293	117
	May	6,523	461	251	287	125
	June	6,577	444	266	280	128
	July	6,633	415	274	280	120
	August	6,345	405	248	281	119
WCPFC	March	4,546	892	254	263	119
	April	4,567	889	244	262	117
	May	4,524	874	252	254	125
	June	4,395	943	260	246	128
	July	4,130	948	266	240	120
	August	4,113	976	244	241	119

What follows is a detailed description of the authorized vessels shared by all five tRFMOs, in all possible combinations from one to five. In addition to the total number of the vessels authorized, the main vessels types, such as liners, seiners, gillnetters, trawlers, etc. are also represented. The largest number of vessels authorized are reported as liners and they are shared by up to all five tRFMOs, while gillnetters, trawlers, and multipurpose vessels are hardly shared among the tRFMOs. The largest proportion of fish carriers (88 percent) are registered at a single tRFMO, but 46 carriers are registered at two, 12 at three, and 11 at four tRFMOs.

Table 4. Total number and number by main types, of vessels authorized that were registered under a single or multiple tRFMOs for all the possible combinations of tRFMOs at the end of August 2015.

Source	IATTC	ICCAT	IOTC	WCPFC	Number of RFMOs	All Vessels Authorized	Liners	Seiners	Gill-netters	Trawlers	Multi-purpose	Fish Carriers	Mother-ships
CCSBT					1	189	123	1	0	11	50	0	0
	IATTC				1	3,870	2,746	248	18	1	632	0	0
		ICCAT			1	4,102	1,382	696	32	917	56	18	3
			IOTC		1	6,345	2,135	92	1,307	3	2,737	22	0
				WCPFC	1	4,113	2,380	655	1	2	8	488	8
				Total	1 RFMO	**18,619**	**8,766**	**1,692**	**1,358**	**934**	**3,483**	**528**	**11**
CCSBT	IATTC				2	0	0	0	0	0	0	0	0
CCSBT		ICCAT			2	40	40	0	0	0	0	0	0
CCSBT			IOTC		2	145	140	1	0	0	0	0	0
CCSBT				WCPFC	2	12	8	0	0	0	0	4	0
	IATTC	ICCAT			2	81	62	17	0	2	0	0	0
	IATTC		IOTC		2	12	12	0	0	0	0	0	0
	IATTC			WCPFC	2	742	697	28	0	0	13	3	0
		ICCAT	IOTC		2	86	38	31	2	6	0	0	0
		ICCAT		WCPFC	2	60	28	4	0	0	0	28	0
			IOTC	WCPFC	2	162	95	56	0	0	0	11	0
				Total	2 RFMOs	**1,340**	**1,120**	**137**	**2**	**8**	**13**	**46**	**0**
CCSBT	IATTC	ICCAT			3	0	0	0	0	0	0	0	0
CCSBT	IATTC		IOTC		3	5	5	0	0	0	0	0	0
CCSBT	IATTC			WCPFC	3	20	20	0	0	0	0	0	0
CCSBT		ICCAT	IOTC		3	30	28	0	0	0	0	2	0
CCSBT		ICCAT		WCPFC	3	1	0	0	0	0	0	1	0
CCSBT			IOTC	WCPFC	3	51	38	6	0	0	1	5	0
	IATTC	ICCAT	IOTC		3	73	70	0	0	0	0	0	0
	IATTC	ICCAT		WCPFC	3	83	79	3	0	0	0	1	0
	IATTC		IOTC	WCPFC	3	55	52	3	0	0	0	0	0
		ICCAT	IOTC	WCPFC	3	34	2	28	0	0	0	3	0
				Total	3 RFMOs	**352**	**294**	**40**	**0**	**0**	**1**	**12**	**0**
CCSBT	IATTC	ICCAT	IOTC		4	40	40	0	0	0	0	0	0
CCSBT	IATTC	ICCAT		WCPFC	4	0	0	0	0	0	0	0	0
CCSBT	IATTC		IOTC	WCPFC	4	11	11	0	0	0	0	0	0
CCSBT		ICCAT	IOTC	WCPFC	4	14	1	0	0	0	2	11	0
	IATTC	ICCAT	IOTC	WCPFC	4	216	214	1	0	0	0	0	0
				Total	4 RFMOs	**281**	**266**	**1**	**0**	**0**	**2**	**11**	**0**
CCSBT	IATTC	ICCAT	IOTC	WCPFC	5	119	119	0	0	0	0	0	0
				Total	5 RFMOs	**119**	**119**	**0**	**0**	**0**	**0**	**0**	**0**
				Grand	Total	**20,711**	**10,565**	**1,870**	**1,360**	**942**	**3,499**	**597**	**11**

6. Gear and Vessel Types

As many redundancies and inconsistencies regarding the main CLAV data fields have been resolved, detailed descriptions are now being focused on the less analyzed attributes, vessel and gear types.

Table 5. Total number of authorized records by vessel types registered by each tRFMO at the end of August 2015.

Vessel Types	CCSBT	IATTC	ICCAT	IOTC	WCPFC	Grand Total
Liners	576	4,136	2,101	3,020	3,746	13,579
Seiners	5	302	788	225	786	2,106
Gillnetters	1	18	35	1,311	1	1,366
Trawlers	11	3	925	10	2	951
Multipurpose vessels	61	644	56	2,739	19	3,519
Fish carriers	17		66	55	563	701
Motherships			3		8	11
Recreational fishing vessels		215	354			569
Dredgers			35			35
Harpoons					1	1
Trap setters			4			4
Other fishing vessels		7				7
Fishery research vessels				3	31	34
Fishing vessels not specified			3		10	13
Non-fishing vessels nei			316		521	837
Unknown	1	4	304	64		373
(blank)	5				14	19
Grand Total	**677**	**5,329**	**4,990**	**7,427**	**5,702**	**24,125**

Table 6. Total number of authorized records by gear types registered by each tRFMO at the end of August 2015.

Gear Types	CCSBT	IATTC	ICCAT	IOTC	WCPFC	Grand Total
Lines	569	4,139	2,221	3,311	2,563	12,803
Seines	6	302	803	244	279	1,634
Nets	1	18	36	1,376	0	1,431
Trawls	10	3	1,029	10	0	1,052
Multigear not specified	22	641	0	2,356	4	3,023
Recreational	0	215	354	0	1	570
Boat dredges	0	0	35	0	0	35
Harpoons	0	11	0	0	1	12
Miscellaneous gears	0	0	56	0	0	56
Gear not known or not specified	34	0	456	130	1,685	2,305
(blank)	35	0	0	0	1,169	1,204
Grand Total	**677**	**5,329**	**4,990**	**7,427**	**5,702**	**24,125**

Some discrepancies exist regarding the reported vessel types and their corresponding gear types as described by **Table 7** (below). For instance, in some cases, the vessels would be reported as non-fishing while a fishing gear would be reported for them. In other cases, a gear type reported would not be consistent with the related vessel type. The double entry table below illustrates such and other discrepant situations. These could constitute issues the tRFMOs could work on with their Member States in order to continue improving the quality of the information compiled in the CLAV.

Table 7. Total number of authorized records by gear types *versus* vessel types in the CLAV at the end of August 2015.

	Vessel Types																	
Gear Types	**Liners**	**Seiners**	**Gill-netters**	**Trawlers**	**Multi-purpose vessels**	**Fish carriers**	**Mother-ships**	**Recreational fishing vessels**	**Dredgers**	**Harpoons**	**Trap setters**	**Other fishing vessels**	**Fishery research vessels**	**Fishing vessels not specified**	**Non-fishing vessels**	**Unknown**	**(blank)**	**Grand Total**
Lines	12210	3	1	2	364	7	0	0	0	0	0	0	3	4	2	204	3	12803
Seines	22	1582	0	0	2	1	0	0	0	0	0	0	1	0	26	0	0	1634
Nets	4	0	1354	0	72	0	0	0	0	0	1	0	0	0	0	0	0	1431
Trawls	35	0	0	938	2	0	0	0	0	0	0	0	0	0	77	0	0	1052
Multigear unspecified	0	0	0	1	3004	0	0	0	0	0	0	0	7	0	0	11	0	3023
Recreational	0	0	0	0	0	0	0	569	0	0	0	0	1	0	0	0	0	570
Boat dredges	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0	35
Harpoons	0	0	0	0	0	0	0	0	0	1	0	7	0	0	0	4	0	12
Miscellaneous gears	50	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	56
Unknown or unspec.	962	345	10	9	64	154	3	0	0	0	3	0	19	9	573	154	0	2305
(blank)	296	174	1	1	7	539	8	0	0	0	0	0	3	0	159	0	16	1204
Grand Total	**13579**	**2106**	**1366**	**951**	**3519**	**701**	**11**	**569**	**35**	**1**	**4**	**7**	**34**	**13**	**837**	**373**	**19**	**24125**

7. Flags with authorized vessels at each tRFMO.

The number of flags with authorized vessels registered at each tRFMO, at the end of each month, is illustrated below.

Table 8. Number of flags with authorized vessels registered at each tRFMO, March to August 2015.

Source	March	April	May	June	July	August
CCSBT	12	12	12	12	12	12
IATTC	26	28	27	26	25	25
ICCAT	56	55	54	54	55	55
IOTC	30	31	31	31	31	31
WCPFC	33	33	33	33	33	33

8. Flags represented in the CLAV

There were in total 88 flags represented in the CLAV at the end of August, with vessels authorized at a single or multiple tRFMOs. The greatest proportion (72 percent) of the flags had their vessels registered under a single tRFMO. Eight flags have vessels registered under only two tRFMOs, another ten flags registered vessels under only three tRFMOs, three flags (3.4 percent) registered vessels under only four tRFMOs, and four flags (4.5 percent) have vessels registered under all five tRFMOs.

Table 9. Number of flags with registered vessels authorized in the CLAV at a single or multiple tRFMOs, March to August 2015.

	Total Number of flags					
Number of RFMOs	March	April	May	June	July	August
1 RFMO	67	67	64	63	63	63
2 RFMO	8	7	7	9	9	8
3 RFMO	9	8	10	9	9	10
4 RFMO	2	3	3	3	3	3
5 RFMO	4	4	4	4	4	4
Total	**90**	**89**	**88**	**88**	**88**	**88**

9. Flags reporting authorized vessels at a single and multiple tRFMOs as of August 31st, 2015.

Table 10. Proportion of all vessels authorized by flag that were registered under a single or multiple tRFMOs, at the end of August 2015.

Flag	1 RFMO	2 RFMOs	3 RFMOs	4 RFMOs	5 RFMOs
AGO	100%				
ALB	100%				
AUS	31.96%	34.02%	34.02%		
BLZ	100%				
BRA	100%				
CAN	91%	9.21%			
CHN	54.06%	37.68%	6.92%	1.33%	
COK	100%				
COL	100%				
CPV	100%				
CRI	100%				
CUW	100%				
CYP	100%				
DEU	100%				
DZA	100%				
ECU	97%	3.46%			
EGY	100%				
ESP	77%	5.47%	10.16%	5.80%	1.45%
FJI	100%				
FRA	83%	12.97%	4.44%		
FSM	100%				
GBR	99%	1.24%			
GHA	100%				
GIN	100%				
GRC	100%				
GTM	100%				
HND	100%				
HRV	100%				
IDN	88%	10.93%	0.64%		
IND	100%				
IRL	100%				
IRN	100%				
ISL	100%				
ITA	100%				
JPN	65.85%	8.12%	0.89%	15.35%	9.79%
KIR	100%				
KOR	33.54%	26.71%	15.22%	21.74%	2.80%
LBR	10.00%	80.00%	10.00%		
LBY	100%				
LKA	100%				
LTU	69.23%	30.77%			
MAR	100%				
MDG	100%				
MDV	100%				
MEX	100%				
MHL	100%				
MLT	100%				
MOZ	100%				
MUS	100%				

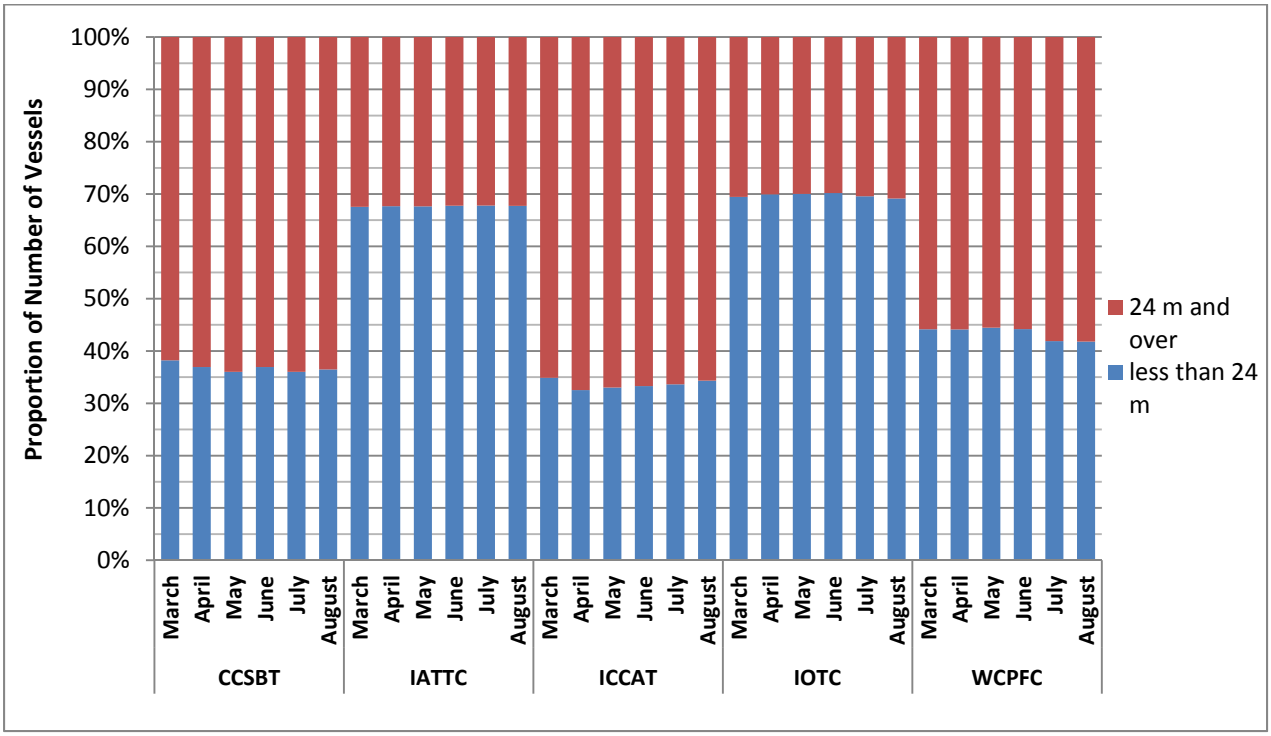
MYS	100%				
NAM	100%				
NCL	100%				
NIC	100%				
NLD	61.54%	23.08%	15.38%		
NOR	100%				
NZL	97.10%	2.90%			
OMN	100%				
PAK	100%				
PAN	86.77%	12.48%		0.76%	
PER	100%				
PHL	95.38%	4.62%			
PNG	100%				
PRT	73.53%	9.80%	7.84%		8.82%
PYF	100%				
RUS	100%				
SEN	93.75%	6.25%			
SGP			100%		
SHN	100%				
SLB	100%				
SLE	100%				
SLV	69.23%	7.69%	23.08%		
SPM	100%				
SYC	100%				
SYR	100%				
THA	100%				
TON	100%				
TTO	100%				
TUN	100%				
TUR	100%				
TUV	100%				
TWN	89.38%	9.27%	1.36%		
TZA	100%				
URY	100%				
USA	94.08%	5.72%	0.20%		
VCT	100%				
VEN	76.12%	23.88%			
VUT	49.56%	38.94%	5.31%	6.19%	
ZAF	56.86%	9.80%	33.33%		

10. Size composition of the authorized vessels registered at each tRFMO.

There are differences in the size distributions of the vessels registered under the five tuna organizations, with IATTC and IOTC having the greatest proportion (near 70 percent) of vessels of less than 24 meters in length (**Figure 4**).

The categorization, using 24 meters as the delimiting criterion, permits individualizing the fraction of the vessels for which the IMO number should be mandatory.

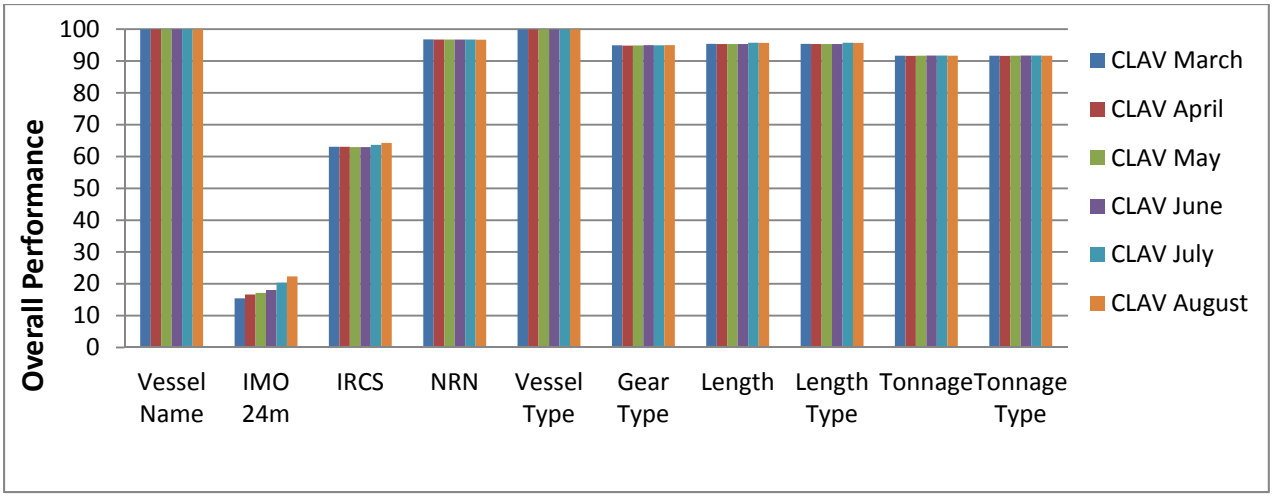
Figure 4. Proportion of the number of authorized vessels by length category at each tRFMO, March to August 2015.



11. Degree of Completion of minimum data requirements and benchmark analyses.

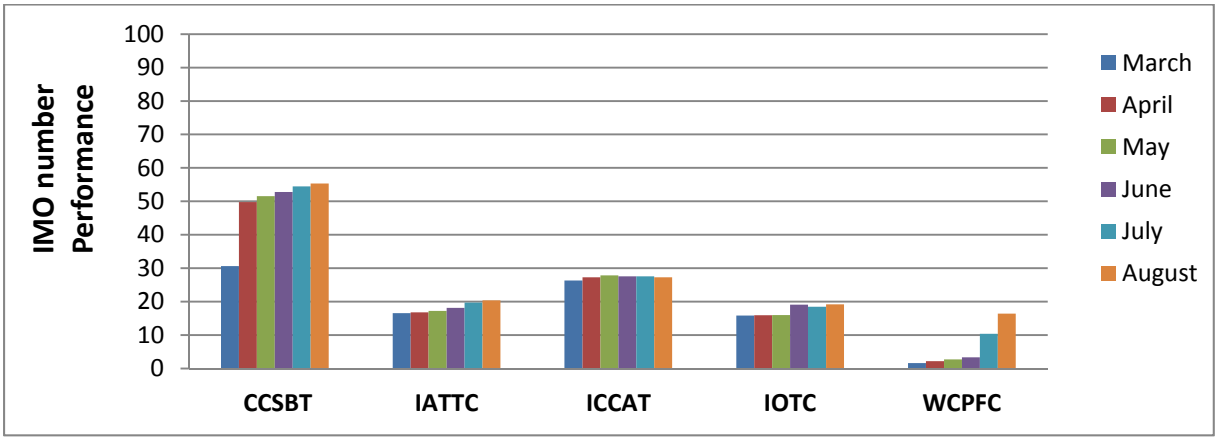
Performance, for the ten different data fields compiled in the CLAV, was based on their degree of completion and expressed on a 100 point scale. For the performance evaluation of the IMO number, only all the vessels authorized of length 24 meters and over were included.

Figure 5. Overall performance for the ten different data fields compiled in the CLAV, March to August 2015.



The **IMO number** has been the attribute with the lowest level of completion, though a clear tendency exists to improving its reporting, as shown by the trend from March (15 percent) to August (22 percent). There are differences in the reporting of the IMO number by the different tRFMOs, as shown below.

Figure 6. IMO number performance for the five tRFMOs, considering only all those vessels authorized of length equal to 24 meters and over, March to August 2015.



The **IRCS** (International Radio Call Sign) has been the second least reported attribute. Only about 64 percent of all the records authorized were reported with an IRCS. However, there are differences in the reporting of the IRCS by the various tRFMOs, as shown below. Part of such lower IRCS reporting is likely associated with the higher proportion of vessels of smaller size in a couple of the tRFMOs (i.e., IATTC and IOTC).

Figure 7. IRCS performance for all the vessels authorized by the five tRFMOs, March to August 2015.

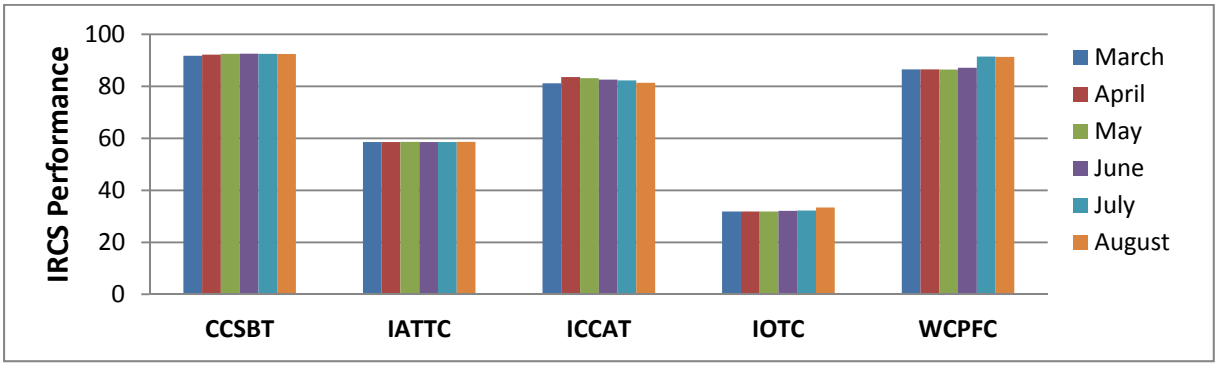
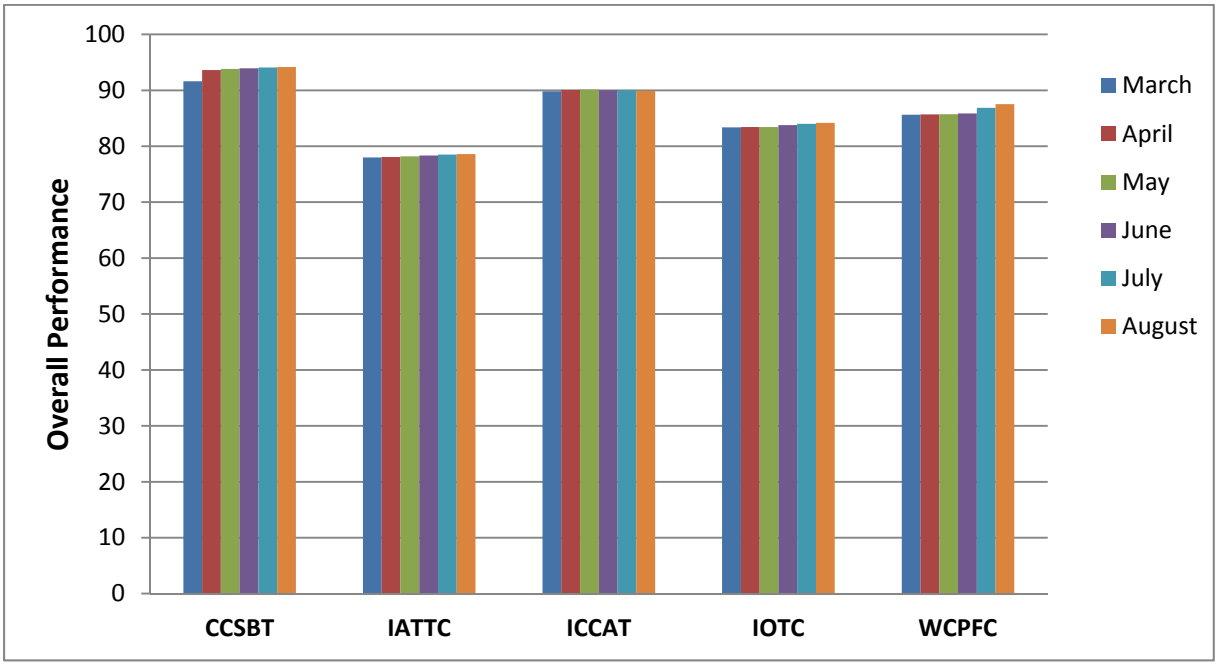


Table 11. Comparative scoring of the degree of completion by the end of each month of the ten different attributes reported to the CLAV, for all vessels authorized, by the five tRFMOs, March to August 2015.

Source	Period	Vessel Name	IMO 24m	IRCS	NRN	Vessel Type	Gear Type	Length	Length Type	Tonnage	Tonnage Type
CCSBT	March	100.00	30.60	91.74	100.00	99.60	94.94	99.87	99.87	99.73	99.73
CCSBT	April	100.00	49.79	92.22	100.00	99.47	94.99	100.00	100.00	99.87	99.87
CCSBT	May	100.00	51.52	92.49	100.00	99.30	95.27	100.00	100.00	99.86	99.86
CCSBT	June	100.00	52.78	92.56	100.00	99.30	95.08	100.00	100.00	99.86	99.86
CCSBT	July	100.00	54.48	92.50	100.00	99.26	94.85	100.00	100.00	99.85	99.85
CCSBT	August	100.00	55.35	92.47	100.00	99.26	94.83	100.00	100.00	99.85	99.85
IATTC	March	99.91	16.56	58.56	85.63	100.00	100.00	93.87	93.87	65.84	65.84
IATTC	April	99.89	16.77	58.57	85.71	100.00	100.00	93.90	93.90	66.09	66.09
IATTC	May	99.89	17.25	58.65	85.77	100.00	100.00	93.91	93.91	66.29	66.29
IATTC	June	99.89	18.11	58.58	85.74	100.00	100.00	93.92	93.92	66.63	66.63
IATTC	July	99.89	19.72	58.60	85.73	100.00	100.00	93.91	93.91	66.74	66.74
IATTC	August	99.89	20.36	58.62	85.74	100.00	100.00	93.92	93.92	66.82	66.82
ICCAT	March	99.96	26.33	81.20	99.81	100.00	100.00	99.98	99.98	95.48	95.48
ICCAT	April	99.98	27.25	83.55	99.83	100.00	100.00	99.98	99.98	95.14	95.14
ICCAT	May	99.98	27.87	83.13	99.84	100.00	100.00	99.98	99.98	95.21	95.21
ICCAT	June	99.94	27.57	82.57	99.84	100.00	100.00	99.98	99.98	95.20	95.20
ICCAT	July	99.94	27.56	82.29	99.84	100.00	100.00	99.98	99.98	95.28	95.28
ICCAT	August	99.94	27.28	81.36	99.84	100.00	100.00	99.98	99.98	95.33	95.33
IOTC	March	99.99	15.82	31.85	99.59	100.00	100.00	93.54	93.54	99.76	99.76
IOTC	April	99.99	15.92	31.89	99.56	100.00	100.00	93.67	93.67	99.78	99.78
IOTC	May	99.99	15.97	31.86	99.57	100.00	100.00	93.68	93.68	99.80	99.80
IOTC	June	99.99	19.11	32.12	99.57	100.00	100.00	93.73	93.73	99.79	99.79
IOTC	July	99.99	18.49	32.21	99.61	100.00	100.00	95.08	95.08	99.85	99.85
IOTC	August	99.99	19.20	33.41	99.64	100.00	100.00	94.87	94.87	99.91	99.91
WCPFC	March	100.00	1.62	86.53	100.00	99.75	79.96	94.45	94.45	99.89	99.89
WCPFC	April	100.00	2.17	86.54	100.00	99.77	79.75	94.47	94.47	99.89	99.89
WCPFC	May	100.00	2.74	86.49	100.00	99.77	79.73	94.42	94.42	99.88	99.88
WCPFC	June	100.00	3.33	87.16	100.00	99.77	79.86	94.38	94.38	99.88	99.88
WCPFC	July	100.00	10.39	91.46	100.00	99.75	79.10	94.12	94.12	99.93	99.93
WCPFC	August	100.00	16.39	91.37	100.00	99.75	79.50	94.14	94.14	99.96	99.96

Summarizing the scoring for the ten attributes from **Table 11** it is possible to compare the overall performance of the different tRFMOs in a type of benchmark analysis, as shown below.

Figure 8. Comparison of the overall performance of the five tRFMOs.



12. Performance of the most represented flags in the CLAV.

The results of the overall performance evaluation (based on similar benchmark analyses) for the most representative 38 flags in the CLAV are shown below. Only those flags with 50 or more authorized vessels are shown; together they encompassed 88 percent of the total number of vessels authorized in the CLAV at the end of August 2015.

The following Figures illustrate the overall performance by flag for the degree of completion of the ten basic attributes included in the CLAV for all vessels authorized (**Figure 9**), and the comparative performance by flag for those least reported attributes, the IMO number for all vessels authorized of 24 m and over (**Figure 10**), and the IRCS (**Figure 11**).

Figure 9. Comparison of the overall performance for all the vessels authorized of the 38 most representative flags in the CLAV, March to August 2015.

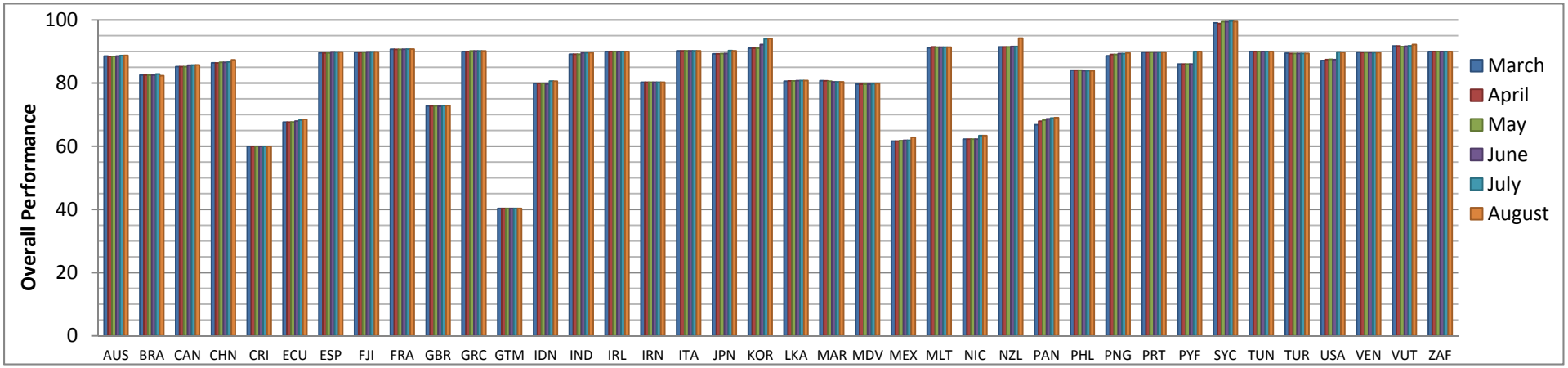


Figure 10. Comparison of the IMO number performance, for all the vessels authorized of length equal to 24 meters and over, of the 38 most representative flags in the CLAV, March to August 2015.

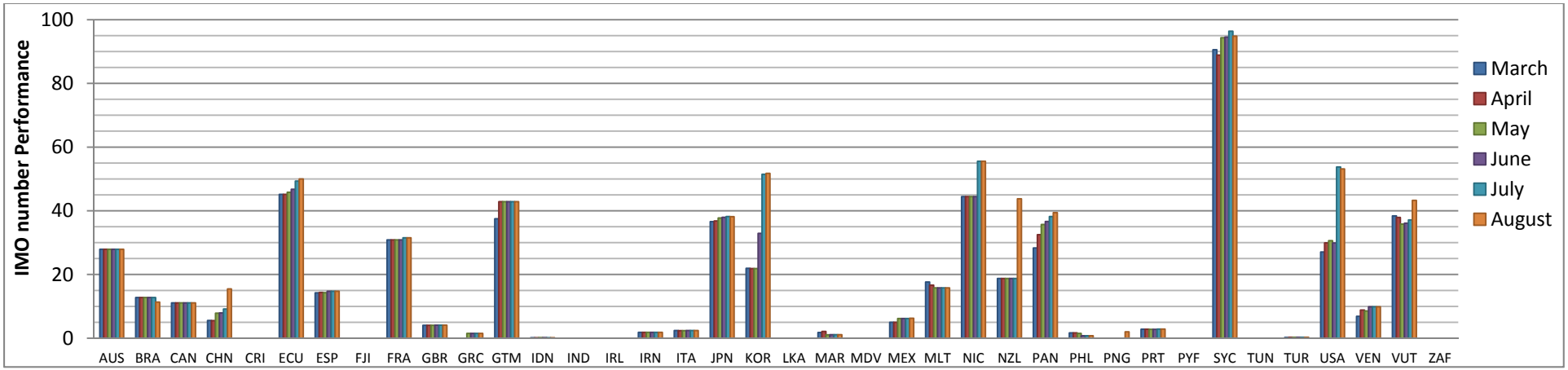
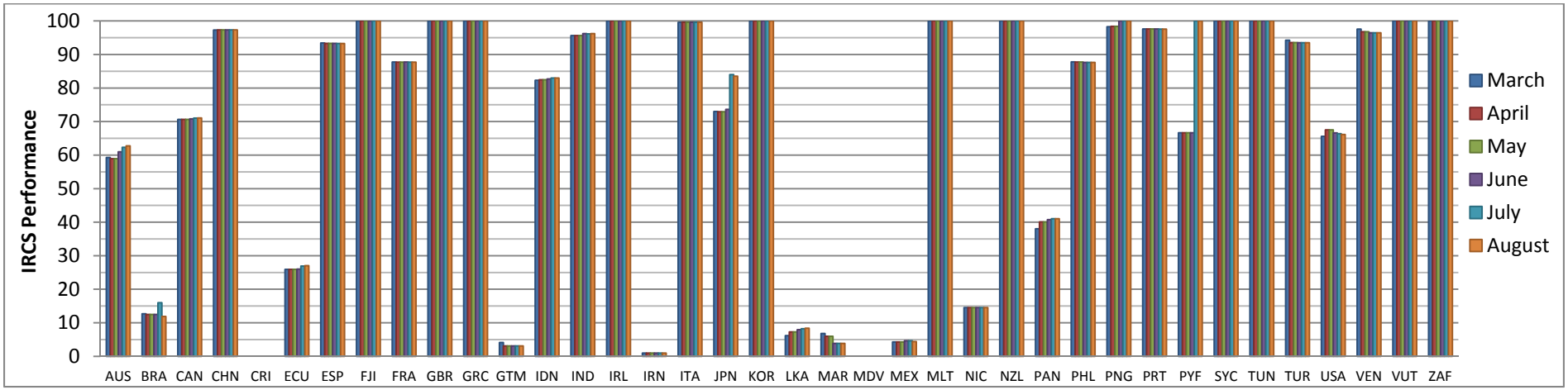


Figure 11. Comparison of the IRCS performance for all the vessels authorized of the 38 most representative flags in the CLAV, March to August 2015.



13. Conclusions.

- The reduction in the total number of authorized vessels identified by TUVI at the end of August was mainly the result of the termination of the authorization of over 300 Maldivian vessels registered at IOTC.

- The overall performance analyses carried out so far provide evidence for the underlying reasons to the differences among the tRFMOs, namely the notable differences of basic data compliant reporting among the different flags.

- The IMO number reporting continues an improvement tendency, indicated by the positive trend for the period considered (from 15 percent in March to 22 percent in August 2015). However, its scoring among the tRFMOs is still low, 55.3 percent at the highest (CCSBT), and 16.4 percent at the lowest (WCPFC).

- Analyses based on vessel and gear types will benefit from improved consistency of the types reported by the different sources for the same vessel, as well as improved consistency between the declared gear and the corresponding vessel type for a given vessel.

- The adopted benchmark approach allows for expected goals to be established and eventually achieved, and hence the possibility to evaluate progress through time. The various tRFMOs could then improve the completion of the basic information compiled in the CLAV by committing the responsible flags to comply with full data submissions.

Fernando Jara-Senn

CLAV Specialist
Statistics and Information Service (FIPS)
Food and Agriculture Organization of the United Nations (FAO-UN)

Attachment B

Kobe recommendations for which the CCSBT has made limited progress

KOBE SCIENCE RECOMMENDATIONS

Data Sharing and the Provision of Scientific Advice

- All documents, data and assumptions related to past assessments undertaken by tuna RFMOs should be made available in order to allow evaluation by any interested stakeholder[1].

KOBE MANAGEMENT RECOMMENDATIONS

Management Measures, Decision-making, and RFMO functioning

- Seek binding measures or strengthen existing mitigation measures, including the development of mandatory reporting requirements for bycatch of all five taxa across all gear types and fishing methods where bycatch is a concern[2].
- Adopt the following principles as the basis for developing best practice on bycatch avoidance and mitigation measures and on bycatch conservation and management measure: binding, clear and direct, measureable, science-based, ecosystem-based, ecologically efficient (reduces the mortality of bycatch), practical and safe, economically efficient, holistic, collaboratively developed with industry and stakeholders, and fully implemented[3].

Capacity and Allocation

- Each tuna RFMO consider implementing where appropriate a freeze on fishing capacity on a fishery by fishery basis. Such a freeze should not constrain the access to, development of, and benefit from sustainable tuna fisheries by developing coastal States[4].
- Develop measures of capacity and, in the absence of an agreed capacity definition, adopt the FAO definition "The amount of fish (or fishing effort) that can be produced over a period of time (e.g. a year or a fishing season) by a vessel or a fleet if fully utilised and for a given resource condition."

Capacity Building

- The structural weaknesses in the receiving mechanism for capacity building within a country should be improved by working closely with Tuna RFMOs.
- Acknowledging the additional or new requirements of bycatch mitigation and the need to build further capacity for implementation, in carrying out the [Kobe II Bycatch Working Group recommendations], consider capacity building programs for developing countries to assist in their implementation. Establish a list of existing capacity building programs related to bycatch issues to avoid

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[1] The majority of documents and much of the data are publicly available. However, fine scale data used in generation of indices and some other data and documents are not publicly available for confidentiality reasons. The Scientific Committee has recommended that it would be valuable to seek ways of addressing this issue to make the data used in the assessment more transparent.

[2] Instead of different specific measures of its own, the CCSBT has adopted a "harmonized" approach requiring its Members to comply with all binding and recommended bycatch measures of ICCAT, IOTC and WCPFC when fishing in those Convention Areas. Most CCSBT mitigation measures are highly recommended (as opposed to mandatory) due to a lack of consensus as to whether CCSBT has a mandate to make binding resolutions on bycatch matters.

[3] Many of these principles are used, but they have not been formally adopted and are mainly non-binding (although strongly recommended).

[4] The SBT fishery is managed by a global TAC and national allocations of the TAC. Most Members also have IQ or ITQ systems for SBT. Capacity or effort control is therefore not the primary management measure for CCSBT as it is in some other RFMOs, and is currently of lower priority.

duplication where possible and facilitate coordination of new capacity building programs.

KOBE COMPLIANCE AND ENFORCEMENT RECOMMENDATIONS

Compliance

- The tRFMOs establish a common format for assessing compliance with data reporting requirements. Furthermore, to facilitate compliance, all tRFMOs streamline and harmonize their reporting formats, procedures, and timing[5].

Eliminate IUU fishing

- The establishment of a global Register of active vessels, with contributions by the five RFMOs. This list will not be understood as providing individual or collective fishing rights. It will be without prejudice to any system of rights provided for in the existing RFMOs. The preparation of this list will be coordinated by the Secretariats of the tuna RFMOs[6].

Observers

- RFMOs are encouraged to support the establishment of regional observer programs which could be built on existing national programs. It is the responsibility of each RFMO to clearly establish the purpose and scope of the information collected by its regional observer program, such as whether it will be used to support scientific or monitoring functions, or both, and then define the specific observer tasks and duties appropriate for that particular purpose and scope[7].

Port State Measures

- Encourage RFMO Members to consider signing and ratifying the FAO Port State Measures Agreement at their earliest opportunity.

[5] Harmonised reporting formats (including data submission) could have considerable benefits, but it would also involve major work from all involved to implement new formats – e.g. significant changes to data submission/loading code, possible changes to the meaning of certain data items and possible re-submission of historic data etc. CCSBT considered that this is a low priority on the basis of the significant effort and disruption involved rather than the usefulness of the concept. However, if all tRFMOs showed a strong commitment to this recommendation, then this priority would be reconsidered.

[6] CCSBT has an active vessel register, but it is not aware of any work underway to develop a global register of active vessels.

[7] The CCSBT has Scientific Observer Program standards with a target coverage of 10%. Most Members are now achieving this target.